serve to standardize the turning angle of the ships.

This drill was absolutely necessary in view of the requirement of harmonious action in the great Columbian operations. Moreover, it tended to familiarize each set of officers with its ships, and furthermore, such a drill has a still more serious value, for war ships must be manusured in this way so that their Captains can tell before entering an engagement how they can turn their heims to fight an enemy from the inside or from the outside.

CIRCLING ABOUT LIKE GULIA. CIRCLING ABOUT LIKE GULLS.

they can turn their heims to ngnt an engemy from the inside or from the outside.

CIRCLING ABOUT LIKE GULLS.

It was a glorious sight to see the great white squadron circling like a lot of gigantic gulls out in the blue water. They seemed to be performing in a ring. Those that made the circle first left it and stood outside as if looking on at the other performers in the ring. When all had done the work on the starboard tack, the flagship signalled in order for all to do it again, this time on the port tack, that is to say, in the opposite direction. It was glorious to see these eight perfect boats together and to know that, big as they were, they were yet litted with delicate and ingenious machinery and could well be likened to as many floating clocks whose steel cases were crammed with finely adjusted wheels.

The signalling was constant among all the ships. On one end of the foremast yard were the telegraphic flag signals, consisting of many-colored pennants that were changed so constantly as to busy two men. On the other end of the yard were the speed signals, consisting of a ball and a pennant. These were changed with every change of the speed of the many-colored pennants that were changes of the speed of the guideship. At the same time the Admiral on the guideship was lacessantly telegraphing signals to all the squadron, giving orders and warnings of orders that were shortly to come. Also, at the same time, the wig-wag signals with a hand flag were kept up on the flagship all day and incessantly. These communications were concerning routine matters connected with the squadron, dilly reports from all the ships, comments on the reports from all the ships, commen FROM COLUMN TO COMPANY FRONT.

FROM COLUMN TO COMPANT FRONT.

Without any stopping of the engines, another feature of fleet drilling was taken uplater in the day. The ships were made to practice forming a column, then to swing into company front by deviation from the columnar course at an angle of forty-five degrees. In the navy they call it column formation when the ships are behind one another, and line formation is putting the ships side by side. This drill was, therefore, technically called swinging from column into line. To a novice this would seem to be a simple thing, but in reality it is very difficult, and requires a great deal of practice. Ships are usually handled separately and independently, and our new pany is unaccustomed to handling them in concert. Each vessel has its tricks and characteristics, and to drill them together is like breaking a lot of cavalry horses to act together. Each rider must learn the ways of his horse and master it. These movements must be learned now, in readiness for the review movements in New York harbor. The relative speed of the ships, the turning angle of each, and the knack of standardizing these qualities were the things to be learned. Not since the rebellion has this been attempted with so many of Uncle Sam's fighting sea horses.

The ships first formed a naval column, and sailed in that order. First came the flagship, and then the Baltimore behind and a point off the flagship's starboard quarter. The Charleston was even with the Baltimore, but a point off the flagship's starboard quarter. The line fleet of the flagship's port quarter. Finally the Yorktown was in line with the flagship, hehind all the vessels. The second division followed the flan Francisco in the same shape, cach division being spread like a fan only partially evened.

ships of the second division in similar disor-der, only the tractable San Francisco being correctly placed. By backing and slowing, steaming ahead the ships at last presented a

stsaming ahead the ships at list presented a good company front.

They then presented a splendid spectacle. From the deck of a vessel in the centre the squadron exhibited such a jungle of masts and funnels and fighting tops and sears that no one could say whether there were eight or fifty-eight sea monsters in the assembly. Admiral Walker then signalled an order for a return to column formation, and the trick of surning into line was tried again. This time it was so much better done that the improvement seemed marvellous. Next the ships formed a line formation on the other tack, the starboard. The effect of this second trial was also astonishing and a very lair line was quickly made. Though fair, it was not satisfactory, but it proved again the wonderful power of a little practice.

There was then an extended parade out at sea in a long line, formed by keeping the ships side by side. Several orders were given for oblique movements this way and that, and these were cleverly executed. After several such evolutions the ships fell back in column formation, just as the daylight began to sink sehind the shore line in the west.

such evolutions the ships fell back in column formation, just as the daylight began to sink behind the shore line in the west.

PREPARATIONS FOR THE NIGHT.

Had the reader been then aboard the ships, he would have seen the sailors putting all the gins into overcoats, as if they had bronchial affections and could not stand the chill night air that was coming on. It was a funny sight to see the big S-inch cannon, the long, tubular suick-firing rifles, and the squat, pepper-hot flattings all swaldled in woollen wraps. And such wraps: They were raggedfold overcoats and ulsters, old fiannol bed blankets, and anything and everything that would serve to keep the weather away.

Some day, when more has been written about the American navy, our people will learn that the naval officers are the most careful and economical custodians of Government property that this nation knows. They are almost the awai officers are the most careful and economical custodians of Government property that the navion cannot the ships and arinament. The writer of this is fond of land and the sea. He has been on the ocean many times, and on the water in hundreds of vessels. But he never sailed on a man-of-war or a cruiser until this time, and such cautions as the Captains exerteelin keeping their ships far apart and in caring for the equipments of the ships he never witnessed anywhere in connection with public property.

After the oblique movements were followed by darkness, the Admiral's flagship continued its signalling by flags until it became evident that the ships could not see the signals and did not know any more about them than a cat thows about Chaldiel. It was evident that the Admiral would have to take to the Ardols system of telegraphing by the use of lanterns. This was the forktown in his own division, including their leader, the rank bank prometes of control the ships in the second division and the ships in his command. As if was, the forktown in his own division and the ships in the second the squarer of a strength of the ships i

The Signalling by Lights.

Then it was that the Admiral resorted to the Ardole system of telegraphing, which seems to be nearly perfect. If it was worked with fewer lights it would be absolutely the best thing afloat, as the sailor and when he saw his Captain's daughter fall overboard. Like a section of a rainbow there suddenly appeared a string of red and white lights on the mizzenmast rigging on the port side of the Chicago. They were answered by a precise copy of the signal on all the other ships. As they are remembered, they were three red lights one below the other, and then two white lights below the red lights. In conjunction with the various other lights on the other ships they made the great squadron look like a lot of Christmas rees floating around in the water. Or, as admiral Walker expressed it, they caused the few to look like Coney I sland afloat. After heat the Ardole system was used exclusively, and the celerity with which the lanterns

were worked so as to change the combinations of colors was marvellous to witness. All lanterns and all lights on our fix de siecle cruisers look like ordinary innerns such as a railway conductor hangs on his right arm at night, but they are very different, for in each old-fashioned lantern is an electric light. The result is intense brilliancy, and the only trouble with the Ardois system of combinations with five lanterns is that the almost useless military masts of our new ships are too short for five lanterns. Their colors run together. Three would be better, but as the present system is worked with a dial arranged for combinations of five lanterns, the system cannot be changed without a change of apparatus.

At all events, here were the eight million-and-a-half-dollar ships cavorting around in the dark ocean close to shore after dark, and under such circumstances navil men feel timid. Each Captain would run his own ship if he was left to himself, but under the circumstances, where all depended on being told, Heaven knows by what means of uncertain signals, and with a lively prospect of running their rams into each other's sides, they all felt that Admiral Walker ought to order the anchors let go. The bridge of each vessel was crowded with anxious men. The Captain of each ship was in command. Urierlies of the marine corps, stood on the pilot house roof behind the bridge, ready to run like antelopes to all parts of the ship to duplicate orders that were already sent by electric wire and by speaking tube. Down below the bridge, on the upper deck, stood a lot of naval apprentices, as bright as so many new dollars, reading every signal and calling out the messages or the numbers to be looked up in the printed message dictionaries. These apprentices are the schoolship lads who are to Americanize our navy, and each one of them has as many brains as twenty of the Swedes and others that now man our ships.

The Talk on the Reidocks.

The TALK ON THE BEIDGES.

The TALK ON THE BEIDGES.

This is a sample of the talk that went on upon each bridge at that ticklish time:

"The Vesuvius has sent up a rocket, sir."

"There's a signal on the Chicago, sir. The San Francisco has answered it, sir. It's answered on the Baltimore, sir."

"The Chicago's speed signal shows she is backing, sir."

"What was that signal?" says the Captain.
"Does not any one know what it read?"
"It read 'action." sir—simply the word 'action."

is going to anchor. Mr. —, order the anchor ready."

"Ready port anchor. Stand clear of the port chains."

At that several blows are heard. They sound as if dealt with a sledge. Then there follows a crash as if the slide of the steel ship was falling out. It is the loosened anchor dashing into the sea and followed by the quick-rushing chain. A great splash and an intense quiet are the next symptoms. Then a voice from the bridge calls:

"Did you give her twenty fathoms of chains?"

From the forecastle comes the parrot-like reply. "Twenty fathoms. sir."

The day's work is now over. There is nothing to do but to keep a man forward, another in the foretop, and another on the poop deck as lookouts. The officer of the deck has to take charge. The other officers will light write letters to their wives and sweethearts, or will read novels. unless they are young and enthusiastic, in which case they repair to the ship's library and take down the life of Farragut, the latest naval annual, or the history of the Confederate navy. But on the poop deck and fleer and a man on each ship spend the early hours of the night practising with the Ardois system. They make the ocean and the night beautiful as they flash their strings of colored lights in constant changes upon the darknose that envelops them. Thus the squadron worked and thus it went to sleep.

In the night a flerce wind blew up. The Concord and Yorktown rocked like cradles. The little Vesuvius stood on her nose when she did not stand on her heels. But on the Baltimore, San Francisco, Charleston, Atlanta, and Chicago overy officer and saller slept as if he was in his family pew at Church.

"THE WORK OF WEDNESDAT." "Ready port anchor. Stand clear of the port

handled separately and independently, and our new navy is unaccustomed to handling and chicago every offeer and sailer slopt as if the separately and independently, and our new navy is unaccustomed to handling and chicago every offeer and sailer slopt as it is esparately and chicago every offeer and sailer slopt as it is necessary to make an object the sail family pow at Church.

These movements must be learned now, in readings for the review movements in sew York harbor. The relative speed of the sailer state of the sailer shall be an attempted with so many of the sailer shall be bearned. Not since the rebelling has been attempted with so many of the sailer shall be bearned. Not since the rebelling has been attempted with so many of the sailer shall be bearned. Not since the rebelling has been attempted with so many of the sailer shall be bearned. Not since the rebelling has been attempted with so many of the sailer shall be bearned. Not since the rebelling has been attempted with so many of the sailer shall be bearned. Not since the rebelling has been attempted with so many of the sailer shall be bearned. Not since the rebelling shall had then the Basilimore behind and a point of the sailer shall be sailed in that order. Pirst came the flagship, and then the Basilimore behind and a point of the sailer shall be sailed in that order. Pirst came the flagship, healing of the sailer shall be sailed to the sailer shall be sail

regimenta drill. After all were in their places every officer of the ship reported to the officer of the deck. The Captain of marines called the roll of his men, the officers of the gun crews did the same, and all over the ship a sort of a census was taken. Then the officers began to tell their superior what they had found out. They came down from the bridge. They came up from the engine room and slok bay, they came from the engine room and the galley, and they came from the steward's or servants' quarters, until the officer of the deck know the exact condition of his ship.

Then the marines went through a drill with their rifles, and all the sailors were put through eighteen calisthenic motions, precisely like those which Miss Mabel Jenness teaches the fashionable. New York women to Fractice in order that they may get swocthearts, and keep them after they get them. The sailors worked away for ten minutes, bending, bowing, swinging their arms, twisting, and doing so many exercises that not a muscle in their bodies escaped without its share of development. After that the whole 300 or more men on each of the big ships, put their fists to their chests and ran double-quick around and around the gun deck to the time of a bugle and a drum, the younger officers running with them. Then came the daily inspection of the ship by the Lieutennt-Commander, and all hands were again at their duties.

THE SECOND DAY'S DRILL BETTER.

ship by the Lieutenant-Commander, and all hands were again at their duties.

THE SECOND DAY'S DIMLL BETTER.

After the compass tests were made, Admiral Walker ordered both divisions of the squadron to practice forming a column, and moving from column into line again as they had done the day before, but this time the ships were ordered to keep at half distance, or only 200 yards apart, as they must do in the Narrows and the North River on April 26. Nothing can exceed the care with which such movements at such close quarters are managed in the may and the nervous tancains all declared this drill quite ticaish. All established a race of eight knots an hour, equal to half sheed for the majority, and started of in column formation. Then on signal they moved obliquely into line or as soliders would in a single rank. It was evident that a day's practice had worked wonders. As the junior officers expressed it, the drill was splendid for the Captains, as it made them acquainted with their ships. The fact are that while the subordinate officers have nearly all been with the ships ever since they were built, the Captains have, in many cases, been ashore serving in navy yards, on lighthouse boards, and in one blace or another.

The Chicago, Baltimore. Charleston, and Yorktown of the first division, and the San Francisco din to line like members of the Seventh legiment in New York. Their sterns were all even like the buttocks of so many cavairy horses. The other ships following the San Francisco din to do nearly so well. That was how it seemed to the writer, but others said that the line was naturally a little astern of the first division.

at an angle, and therefore the second division was naturally a little astern of the first division.

The signalling by pennants was incessant during the movement, and the Admiral kept flagging questions to the ships, asking each unsatisfactory one why she did this or that in violation of good order. It is not the place of a layman to publish such messages, for all did well, and the blame and criticism of the Admiral meant nothing except that his sense of disciplinary duty would not be satisfied with anything short of perfection.

At the end of this movement anchors were dropped to close the work of the second day, The anchorage was in Lynn Haven Bay, under a brilliant noenday sun. Then for the first time a landsman could see how close the ships had been to one another, for when the tide swung the ships about the sterns of the leaders almost touched the next ships. For instance, there was not fifty feet leeway between the Concord's chain and the San Francisco.

The next signal from the Chicago ordered all the Captains to repair to the Admiral's flagship. The boatswains piped the Captain's crews to quarters on each ship. Then followed a scene that a marine painter would have gloried in transferring to canvas. There was the majestic flottills of ivory-like cruisers, each tugging at its fastening, and suddenly each let down a long, trim rowboat from its side. Four mear got lato the little whaleboat of the Vesulvus, but the crews of the gigs of the big ships numbered twelve in each instance. Each crew sat in its dancing gig, with oars trailing or upliffed, while the man in the languer, less of appetite and strength.

Languer, loss of appetite and atrength Oured by Brome-Seitzer-trial bottle 10c, -Adv.

ADMIRAL WALKER'S INCOGNITO TRIP.

to be announced.

ADMIRAL WALKER'S INCOGNITO TRIP.

One great piece of gossip that every Captain's steward repeated to his master was that Admiral Walker was being pulied around the fleet incog in his gig. Sure enough, there sat the long-bearded Commander behind twelve long ashen oars in a boat that looked like a thousand-legged water spider. He was incognito berause he only flew the United States flag, and had left his blue flag with its two white stars behind him in a locker aboard the Chicago. But though he was incog, all the officers saluted and all the men on the bridges stood at attention, while on some of the ships the marines were drawn up on the poops, and commanded to hold their guns out to him as if they were so anxious to honor him that they were so anxious hours rest for all hands, and then the big fleet started out to sea again in line formation to practise keeping equidistant, and in place in all other ways.

The next work was to record the number of revolutions of the screws that each ship was required to make to keep up even speed with the guide ship Chicago. Her speed was set at about eight and three-tenths knots an hour. While all were going ahead the Unicago signalled to get ready, and then she signalled to begin counting. In half an hour sne gave warning that she would order the count stopped, and that order quickly followed. After that the ships were ordered to put right about by a turn of the helm at an angle of sixteen degrees, and to count the turns of the screws while moving up Chesapeake Bay with the wind and tilde against th

REHEARSING THE PARADE.

One of the last signals from Chicago on Wed-

One of the assessment of the consequent of Thursday morning, and an announcement that the drill of the next day would be according the control of the procession of the procession of the construction of the great Columbus parade in New York, and of the procession up the const from Fortress Montoe to Gravesend Bay, where the swift American ships will wait for the largeard foreigners to catch up with them, so that all may enter the beautiful harbor together.

Again the white squadron had anchored in Lynn Haven Bay, and early in the morning they were once again heading out to sea in column formation. The golden record of the weather was broken. The sky was gray and lowering, and the sea was flecked with white caps. The first world the propoller are was treeping nace with the Chicago, the signalling between the vessels being now done by the method common to the merchantmen and the navies of all nations.

This exercise was followed by formation in a military column for the first time. By military column is meant the same thing which is aiso called Indian ille, the ships being exactly behind one another instead of a point to the port of starboard of their leaders. The reason for this change was that when the great parade and raview takes place the ships of an around with the lance of a point to the port of starboard of their leaders. The reason for this change was that when the great parade and racket as soon as he is beyond their range.

This new formation was keet until the ships were far out at sea, and then the Admiral ordered the vessels will anchor in two adminus President Column with the paraditions of the squadron illed up the day until half past 30 clock. At that meaned canned and racket as soon as he is beyond their range.

This new formation was keet until the ships were far out at sea, and then the Admiral ordered the vessels to close up to half distance as they must do in he captains that the chicago significant of the squadron illed up the day until half past 30 clock. At that meaned can be a ship with t

HAVE A LAND PARADE, TOO.

UNIQUE OPPORTUNITY AFFORDED BY THE NAVAL REFIEW.

any Will Be Unable to See the Evolutions of the Ships, and the Idea of Having the Sallors and Marines Show Themselves on Shore Meets with General Approval. The great military parade of the Columbus celebration last fail was the most interesting feature of the entire week. It was witnessed by thousands of persons from free stands, from windows, and from the sidewalks, where-as the naval parade in the North River was seen only by those who could pay for a pas-sage on steamboats, or who had time to stand

for several hours along the docks or on house-tops. The coming naval parade, which will outdo the one of last fail in every respect, and which will be the greatest affair of the kind ever seen in this hemisphere, will be open to the same objection as far as witnessing it is concerned. The great mass of the people will be debarred from seeing the procession of visiting fleets.

It is fortunate, therefore, that the Chamber

of Commerce has taken hold of the suggestion made by THE SUN last week to have a land parade of the crews and marines of all the men-of-war that are to gather in our waters. Admiral Gherardi has been consulted. and he has written that he favors the idea strongly, and that he will use his influence with the commanders of the foreign ships to gain their consent to enter their men in the parade. Mr. John Austin Stevens is the Secretary of the Chamber of Commerce special committee which has charge of organizing the land parade. He has asked Col. Appleton of the Seventh Regiment for the use of the armory at Park avenue and Sixty-seventh street as a banquet hall where luncheon may be served to the me who march in the procession. The sum of \$2,500 has been voted by the committee to defray the expenses of the collation, and at the express request of Admiral Gherardi no liquors of any kind are to be served.

Mr. Stevens said yesterday that he hoped to get Mayor Gilroy interested in the matter and

Mr. Stevens said yesterday that he hoped to get Mayor Gilroy interested in the matter and to put the entertainment of the marines and sailors into the hands of the Mayor's committee.

If all the foreign commanders consent to send their men ashore for the parade, there will be fully 0.00 men in line, including the tars and marines of our own fleets and the Seventh Regiment, which has been invited to act as a guard of honor. The Naval Reserve Battailon will also take part in the ceremonies. The ships of the visiting squadrons are due to arrive at the port on April 25 or 20, and the naval review in the North River has been set down for April 27. If there is a land parade, it will be held on the morning of April 28. As in the military parade of the Columbian celebration, the different corps would mass in Battery Fark and the neighboring streets and march up Broadway and Fifth avenue as far as the Columbus statue.

Such a parade would be al unique feature in the history of the naval or military displays of the world. The sight of troops from a dozen or more different nations marching peacefully, with banners flying and bands playing, through the streets of the greatest city of a great republic, with crowds cheering them at every step, would be such as has never before been witnessed. The allied armies of the Crimea and the many different nationalities that gathered to resist Napoleon never offered auch a variety of blood and bunting as New York may see in her streets within affew weeks. Another feature will be added to the show by the spectators themselves. New York's population is so heterogeneous that each trigade as it passes up the city will look into the eyes of men and women of their own blood. The Italians will gather in thousands to cheer for King Humbert's sailors: the Germans and the French will strive to gives heir compatriots the heartiest welcome; the English will cheer with pride when their sailor-men pass along, and even the suigent of such a parade may give some cause for thought and reflection to th

morrow morning.
At the regular monthly meeting of the Chamber of Commerce yesterday afternoon the John Austin Stevens, Secretary of the Mr. John Austin Stevens, Secretary of the special committee for the reception and entertainment of foreign visitors to the World's Fair, reported that the sum of \$21,400 has been subscribed to the fund of the committee, and that with the promises made of further sums the committee may count on \$25,000 before the end of this week, when the list will be closed.

It has been decided to give a reception at the Hotel Waldorf to the Duke de Veragua and his family on the afternoon of Wednesday, April 19, in the courtesies of which the New York Historical Society and the New York Geographical Society will join by delegation.

day, April 19, in the courtesies of which the New York Historical Society and the New York Geographical Society will join by delegation, and to give a banquet to the officers of the world's fleet at the Waldorf on the evening of Friday, April 28, and also to provide, if called upon, a lunch to the salors and marines of foreign and United States vessels who may take part in the shore parade.

Commander Dickins, U.S. N., who has been assigned to escort the Duke of veragua on his arrival in this country, has been informed that the Duke's suite will consist of ten persons. They will arrive on the New York on April 15, A suite of rooms has been engaged for their accommodation at the Hotel Waldorf.

At the meeting of the Dock Foard yesterday a letter was reselved from the Mayor's Secretary asking the Commissioners to set spart several landing places tetween Twenty-third and Ninety-sixth streets. North River, at which small boats from visiting ships may land on the day of the navel review.

The Commissioners ordered it done. They refused the application of the Pavonia Yacht Club for permission to land a steamboat at Pier A on April 27.

Nav. Yard Changes.

Lieut. Charles F. Norton, aide to Commodore Erben, commandant of the Brooklyn Navy Yard, has been detached and ordered as ex-Yard, has been detached and ordered as ex-ecutive officer of the old shop-of-war Adams, at San Francisco. Lieut. Norton, who has been at the Navy Yard since November, 1884, will relieve Lieut. Charles A Adams, who has been detailed as aide on Rear Admiral John Irwin's staff. Admiral Irwin has just been or-dered to the command of the Asalatic squad-ron, to relieve Bear Admiral Lavid B. Har-mony, who has noked to be retired under the forty years service clause.

The Trial of the Cruiser New York. WASHINGTON, April 6. Charles Cramp o Cramp & Sons and Mr. Nixon, the naval con structor of the firm, had a conference with Secretary Herbert to-day regarding the official trial of the cruiser New York. No date was agreed upon. The Cramps, it is said, are anxious to have the trial take place immediately after the naval review. If the cruiser is at New York during the review it will be a great convenience to hold the trial at once.

THE WAY THEY RE PUT UP, in sealed glass vials, is enough in itself to recommend Dr. Pierce's Pieasant Pellets. It keeps them always fresh and reliable. You can't be sure of the big, old-fashioned pills in wooden or pasteboard boxes.

But these little Pellets are better at every point. By their tonic or strengthening effect on the lining membranes of the intestines, they increase the natural action of the bowels, and permanently cure Jaundice, Biliousness, Dizziness, Sour Stomach, Indigestion, and consequent stupor or drowsiness.

There's no disturbance, no reaction afterward, and their help lasts.
One tiny granule is a gentle lazative; three are cathartic.
They're the smallest in size, the easiest to take, and the easiest in the way they act. They're the cheapest, too, for they're guaranteed to give satisfaction, or your money is returned.

Nothing else can be "just as money is returned.

Nothing else can be "just as good." Tricky dealers always have things to urge upon you which are better for them to sell, but bad for you to but.



Mrs. Theress Hartson Albion, Pa.

Misery Turned to Comfort Kidney Troubles, Sleeplessness, Distress in the Stomach-ALL CURED.

"Albion, Erie Co., Pa., Feb. 18, "93, "Out of sympathy for other poor mortals who cannot sleep or eat with comfort. I wish to give my experience with Hood's Sarsaparilla, so that they may know where to obtain a cure. I can truly say that Hood's Sarsaparille has done more for me than all the prescriptions and other medicines I have ever taken. For fourteen years I have suffered with kidney troubles, my back being so lame at times that I

Could Not Raise Myself

up out of my chair. Nor could I turn myself in bed. I could not sleep, and suffered great distress with my food. I have taken four bottles of Hood's Sarsaparilla with the most grati-fying results. I feel like a new person, and my terrible sufferings have all gone. Life is Comfort

compared to the misery it used to be. I can now go to bed and have a good night's rest; can eat heartily without any distress. I am

## **HOOD'S** Sarsaparilla

willing this should be published for others' good."-Mrs. THERESA HARTSON. Hood's Pills cure Constipation by restoring

the peristaltic action of the alimentary canal.

THE SPECTACLE IN THIS HARBOR Official Programme of the Review of the Fleet by President Clevelan !.

WASHINGTON, April 6 .- The Secretary of the Navy has decided upon the official programme of the review of the United States and foreign ships of war. which by act of Congress will take place in New York harbor on the 27th instant. The men-of-war will be anchored in two

columns, extending from Twenty-sixth street up the North River, the foreign ships on the New York side.

While the Dolphin, carrying the President of the United States, is passing between the columns, that portion of the North River between the American columns and the New York shore will be closed and all the traffic and York shore will be closed and all the traffic and passage suspended. After the Dolphin has anchored at the head of the line vessels of all kinds may circle around the fleet, going up the New Jersoy side of the river, but the passage between the two columns will be closed until the President has landed from the Dolphin and the review thereby terminated.

The President and members of the Cabinet will be received on board the Dolphin at 10:30 A. M. off Twenty-third street, North River. The Dolphin will then get under way, and, followed by the coast survey steamer Blake and the steamer Monmouth, will proceed up the river between the columns of United States and foreign mon-of-war. The Blake will carry the members of the diplomatic corps. The Monmouth will carry the Judges of the Supreme Court. Senators and Representatives of the United States, and Governors of States, accompanied by one staff officer. No other invitations will be issued for the review. The Dolphin, proceeding between the columns, will, as she passes the various ships, be saluted with the honors laid down by international treaties due to the Chief of State, and arriving at the head of the columns will anchor at the head of the foreign and the Monmouth of the American column. The flag officers and the Chuains of the men-of-war will then be received on board of the Dolphin and be presented to the President of the United States. the head of the foreign and the Monmouth of the American column. The flag officers and the Captains of the men-of-war will then be received on board of the Bolphin and be presented to the President of the United States, who will entertain them at lunch. Lunch will at the same time be served on the Blake and Monmouth to the guests on board. The review will terminate by the return of the Dolphin. Blake, and Monmouth through the lines, and when the President's flag is hauled down from the Dolphin t will be saluted with twenty-one guns by all the men-of-war present.

lines, and when the President's flag is hauled down from the Dolphin it will be saluted with twenty-one guns by all the men-of-war present.

Invitations for the United States officials designated will shortly be issued, and, unon their acceptance, cards will be sent admitting them, accompanied by one lady each, to the Monmouth. These cards will state the place and time of embarking, and no one can be received on board without a card of admission. The invitations for the diplomatic corps and cards of admission for those accepting will be issued through the State Department.

The Secretary says that he will not be able to furnish transportation for guests. A great many applications have been made to the Secretary of the Navy to allow newspaper correspondents transportation upon the vessels of the fleet from Hampton floads, on April 24 to New York harbor. Owing to the fact that he would be able to accommodate very few, and his disincination to discriminate, he has decided to allow representatives of the Presa Association to sail upon one of the vessels, and not to issue permission to any other correspondents. These associations represent, as it is understood, ail the daily newspapers of the United States, and transportation is allowed them with the fleet upon condition that they will furnish to any newspaper applying, which is not represented by these associations, opies of their reports.

The official programme of the movement of the fleet, their disposition, and all details relating to their peparation and participation in the review will be fessued by Rear Admissi Gherardi, who will afford to the representations to their peparation and participation in the review and the restrictions which will be imposed upon the movements of all vessels in their vicinity. This notice will be issued by the secretary of the Navy in pursuance of the met of Congress passed at its last session.

ADMIRAL GHERARDUS HEALTH.

A Fear That He May Not Be Able to Con-mand the Naval Review Parade. Reports received at the Navy Yard vosterday concerning the illness of Bear Admiral Gher-ardi, in command of the naval review fleet at Hampton Roads, were not encouraging, and it was the general impression that unless there is marked improvement in the Admiral's condition in a few days he will be detached from command and to put on sick leave. It will be remembered that on March 27 Admiral Giserardi was taken down with an attack of grip at the Navy hard, and the sailing of the Philadelphia. Baltimore, Yerktown, Vesuvius, and Cushing was delayed until March 30 on that account. He was much better when the squadron sailed, but upon arrival at Hampton Roads he was not so well, and is now on shore at Norfolk. The Admiral is more than 60 years old, and has been looked upon as an unusually rugged man. In fact, he often sheaks of his strong constitution with pride.

A letter has been received at the Navy Yard from Modical Inspector J. Ruius Tryon of the Chicago, also at Hampton Roads, saying that Capt, John F. McGiensey, Fleet Captain of Admiral Walker's squadron, is in ill health, and may have to be relieved of command of the Chicago. No particulars as to the inture of Capt. McGiensey's indisposition were given, but the impression is that his iliness is due to the greater auxiety and severer duties in connection with the handling of the new ships. was the general impression that unless there

One Handred Newark Men at the Circus. One hundred well dressed young men, each One hundred well dressed young men, each decorated with a satin badge and a carnation, filed into Mudison Square Garden last night and took seats in a roserved section of the arena. The inscription on the badges was: "A night at the circus with the Continental Club. April 6, 1893." Every man wore a tall and shiny slik hat and an air of importance. They were from Newark. NEW THEATRICAL AFFAIRS.

A BURLESQUE AND AN INTERESTING TESTIMONIAL OCCASION. The Renewal of "Adonis" by Dixey at the

Casino-Aunt Louisa Eldridge's Matines-Various Notes on Stage Events,

The Casino plunged deep into burlesque last night, but rose to the surface and went floating buoyantly. In plainer words, "Adonis" was reproduced, and an audience was as well amused by it as though it had been brand new. Henry E. Dixey placed himself again on the pedestal which he should never have quitted. As the vivified statue, he retrieved his fallen artistic fortunes and earned forgiveness for his failures to be any other good sort of an actor than a burlesquer As if afraid to try any more experiments (or was it because the original "Adonis" exhaust-ed his resources?!, he did nothing worth mentioning that was new. And the old things were admired, laughed at, and applauded just as of yore. The graceful dances of the pretty statue, the imitation of Henry Irving, the recitations of the gawky girl, the various impersonations in the country store and barber shop—these and many other familiar constituent parts of Mr. Dixer's own entertainment were absolutely unaltered in any essential particular. Nevertheless they delighted the assemblage mightily, and the occasion was a great deal of a triumph.

This revival of "Adonis" had not been left

wholly dependent, however, on a restoration of Dixey to popularity. The former representations of William Gill's play were greatly surpassed in several respects. The company was superior to the one which was so long at the Bljou. The sculptress had never been sung than here by Louise Montague, and it was a pity that wanton indecency in her costuming detracted from an otherwise admirable effort. Anelia Somerville was more comical than before as the "merry little mountain maid." Kate Davis was far better than any of her predecessors in the part of the duchesa. Odell Williams escaped the former tediousness of the travesty of C. W. Couldock. The four professional beauties." were real beauties. Indeed, the show was an alluring one to look at. With a stage filled again and again with gayly costumed young women-young for a fact, and high in their average of comeliness—the sights glittered as brightly as any that comic opera had ever afforded at the Casino. Such exhibitions of women are not to be praised without a sweeping reservation. They are immeral. But this is a description not a sermon, and it has to be written that "Adonis" was a sadly beautiful spectacle. sung than here by Louise Montague, and it

The Aunt Louisa Matinee.

The entertainment at the Academy of Music resterday afternoon to yield honor and money to Aunt Louisa Eldridge was a successful affair. The enthusiasm for the well-known actress and philanthropist was very hearty, and the fund raised for her was about \$5,000. As usual on such occasions, where the per-formers are volunteers, some of the was filled tamely and tediously.

minded his listeners that he would have been heard to better advantage in a place of more ample dimensions. Mr. Greene's programme was made up in its first half of classical songs. the opening one a beautiful example of old Master Lully (1685), the others taken from works of Schubert, Schumann, Franz, and leasen in the second portion the singer Jensen. In the second portion the singer indulged in his specialty of Irish songs, all of which are comparatively or quite new to us. Besides the sympathetic and often beautiful voice which Mr. Greene is possessed of, he brings to the interpretation of his songs a wealth of good, generous, hearty enthusiasm and an earnest sincerity that speaks volumes for his intrinsic worth and the notility of his schracter. His audience may always be quite sure that every point of sontiment will be noted and that every point of sontiment will be noted and that every chance for expression will be thoroughly accepted and used. There is no tawdry affectation in Mr. Greene's methods, nor any desire for personal aggrandizement other than that which comes to an artist from being purely artistic. With plenty of pride in his work, he yet limits that pride to its proper sphere and labors for love of music more than for love of self.

A very important feature in yesterday's concert was the delightful and masterly accompaniments played by Walter Damrosch. His part of the performance was not only clever, as his plane playing always is, but friendly, sympathetic, and helpful to a degree, and in a manner which none but those accustomed to support a singer can understand.

Mr. Greene's next recital is to be sung next Tuesday afternoon. Compositions by Martini, Carlssimi, and Brahms, with some ancient Hungarian melodies, are the music for this occasion. indulged in his specialty of Irish songs. all of

Female Academy.

A musical, literary, and dramatic enterainment, under the patronage of the Emma Willard Association, to aid the Troy Female Seminary. was given at the Berkeley Lyceum yesterday afternoon. A large and interested audience filled the theatre and gave every evidence of being deligntfully entertained. Perhaps the most unusual feature of the programme, which was varied with plane solos violin solos, songs, recitations, and dancing, was that there were no disappointments, so common at benefit performances. Mr. De common at benefit performances. Mr. De Witt C. Preston announced that he would have the pleasure of introducing the artists to the audience, and would do himself the honor of reciting "The Song of Summer," by Mrs. Louiss Chandler Moutton. Among the notable numbers on the programme was a recitation by Mr. Courtenny Thorpe of the Rosina Vokas company. His selection was a sad, word poem, but it was charmingly given. Mr. David Mannes, the first voilin of the Symphony Orchestra, played a flungarian air and dance, and Mr. William Frime of Dr. Italiasford's choir sang "Fond Heart, Farewell."

The Hengler sisters, two graceful, dainty little girls, delighted the audience with their pretty fancy dancing. Lind Percita, an attractive infant resistationist, charmed every one with her sweet face, quaint little ways, and the realistic manner in which she told them "How rapa carved the Duck." The entertainment concluded with a comedicta by Mrs. Leon Harrier, which was well acted by three members of the Students' Gramatic Club.

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HAMLET WITH VARIATIONS.

Harvard's Hasty Pudding Club Presents or

Ye Hastie Puddynge Clubbe of Harvard did its best to amuse an audience at Chickering Hall last night and it succeeded. "Hamlet, Prince of Denmark," was presented, and the bills added to this title, "Or the Sport, the the Spook, and the Spinster." which was perhaps a better synopsis of the play. Of course it was a burlesque. The bills said there was a plot, but it was not discovered until the second act, and in the third it disappeared in a "grand finale."

Harvard's treatment of Hamlet was un-complimentary to Shakespears, but it found As usual on such occasions, where the performers are volunteers, some of the time was filled tamely and tediously, but at least three hours in the four wors filled with good amusement. The best novelty was the court room scene from "Aunt Jack," with Agnes Booth and J. H. Stodart in once more as the judge and the plaintiff, and with a jury composed of William H. Cranc. L. Abbett, E. G. Gilmore, William E. Shan, John B. Schoeffel, J. Wesley Rosenouse, Eugene Tompkine, Edwin Rhowles, Antonio Pastor, Henry C. Miner, and Frank B. Murths. Some merry jokes on persons and topics had been written by E. K. Kidder for the filiosopa and Mr. Chank at the foreman, Mr. Parak B. Murths. Some merry jokes on persons and topics had been written by E. K. Kidder for the filiosopa and Mr. Chank at the foreman, Mr. Pathad, and Mr. Chank at the foreman and many of them—such as Clara Fisher Masder, Mr. Pinnsket Greene's Rate to her san emblem of her well-known patriotism.

George F. Devere announced the visitors, and many of them—such as Clara Fisher Masder, Mr. Pinnsket Greene's Rate to her san emblem of her well-known patriotism.

George Grossmith gaves amonologue. Annie and Jennie Vokes company plaved "The Rose," The Big Four gave a pantomime. A trained day was introduced by the Quinna. Sophia Scalchi sang, Horace Racital, Mr. Pinnsket Greene's Rectial, Mr. Pinnsket Greene's Re favor with the audience. Hamlet was un-

wasn't making life miserable for Hamlet he danced a bit and sang.

The bills announced that "the plateon of imperial guards was kindly lent by the Seventh Regiment." It consisted of one short, fat, bow-legged man and one tail, slim, knock, kneed man. Together they made a plateon. Percy I. A' herton directed the music, and the performance was carried through without a hitch. It will be repeated to-night and to-morrow night, with a Saturday matinée. ILIZABETH'S NEW OPERA HOUSE.

Harry Miner to Build a Successor to the One Burned on Sunday. Elizabeth is apparently to have a new opera house to take the place of the one burned on Sunday night, and Harry C. Miner seems to be sunday night, and marry C. miner seems to be the man who is going to build it. Mr. Miner was there on Wednesday prospecting for a site, and it is said has secured the option of an eligible piot of ground in Broad street, be-tween Washington and Jersey streets, on which he intends to put up a handsome build-ing at a cost of \$75,000 to \$100,000. It will be of brick and stone, and on each side of the entrance to the theatre there will be a commo-dious store.

entrance to the them of the former opera house dious store.

The land where the former opera house stood is for sale, and it is rumored that H. R. Jacobs, the theatrical manager, is likely to buy it and put up a theatre to be run at cheap prices of admission, such as he has popularized in other places.

Manager Hill Sick Abed Again.

Manager J. M. Hill is again prostrated with pneumonia. He was very low a fortnight ago, but recovered. He caught a fresh cold last week and is now under the constant care of a week and is now under the constant care of a physician.

"Billy" Lester, the minatrel, who was formerly associated with Lester and Allen, is seriously ill at his home, 120 East Eleventh street. He is cared for by his wife and Dr. O'Hanlon. He is suffering from extreme nervous prostration. He had a drive on the road yesterday with his Doctor and seemed benefited by it.

A Big Offer to Mrs. John Drew.

Manager Charles Frohman yesterday made formal offer to Mrs. John Drew of the Joseph Jefferson company of a forty weeks' engag-ment at \$500 a week. He has already engaged her as the star in the production of Sydney Grundy's comedy. "The Arabian Nights." which is to succeed "Mr. Wilkinson's Widows" at the Siandard next Monday night. tion the I the to dul. Sugar the G state at the Sugar to sugar to

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